

THE DELAWARE AND HUDSON RAILROAD BULLETIN



*"The
D&H"*

LOADING GRAIN
PORT OF ALBANY

AUGUST 1, 1936

Work Well Done

A TRACKMAN sang in the boiling sun,
A song of joy and work well done.
He worried not as he toiled all day,
For his heart was right, he lived that way.
A brother toiler cursed and sweat,
The world, he said, had all "gone wet."
His finished job showed his frame of mind,
He soon lost out and was left behind.
It isn't the work that guides the mind,
It's the other way 'round, as you will find.
A job well done comes from the heart,
And work is sweet, if we do our part.

—L. K. PEARCE IN "TWO BELLS."


The **DELAWARE AND HUDSON RAILROAD**
 CORPORATION **BULLETIN** 

A Master Craftsman

Green Island Veteran Specialized On Locomotive Cab Work

JUST as truly as "a poor workman blames his tools," a master craftsman is one who not only knows how to use his equipment but who can, if need be, repair or build his own tools and machines. Such an expert mechanic is GEORGE C. RENNIE who is proud of the fact that for over 50 years he did the wood-work on every locomotive cab built in the Green Island and Colonie shops. To be sure someone else actually assembled the door and window frames in the steel cabs of late years, but he made the mortise and tenon joints that were depended upon to hold the finished product together.

There was a time, when he was still on the job at Colonie, when he would point out to visitors four machines which he alone had operated for over 50 years, not one of which had been serviced by another mechanic in that time. There was a tenoning machine in which not one of the three concave knives had been replaced in over 35 years, although it had seen active service since the Green Island shops were first occupied in 1871. Not a single chisel had been bought for his equally aged mortiser. The molder, with which all coach siding was matched in years past, and a jig saw completed the quartet of 50-year-old



GEORGE C. RENNIE

machines. He used a band saw, too, which had been in continuous use for 30 years. Never had a machinist made a repair to any one of these machines nor was a single bearing rebabbited, although all were in perfect running order due to the care he had given them. What about the knives with which every woodworker is equipped? MR. RENNIE made his own!

Such was the skill and reputation of the man who, on April 1, 1928, was presented with \$50 in gold—one for each year of service—by the foremen of the Colonie locomotive shop and who, five years later, retired on pension with a service record of 55 years in the Delaware and Hudson's Mechanical Department.

Although born at Gault, Ontario, Canada, October 9, 1863, MR. RENNIE remembers nothing of his birthplace as his father, a Scot by birth, came to Watervliet to work in the Federal Arsenal the following January, when that plant was being operated at capacity turning out materials for the Union Armies in the Civil War. In about 1870 the elder Rennie entered the employ of the Delaware and Hudson's bridge department, and the next year he helped to build the Company's roundhouse, car-, locomotive-, blacksmith-, and carpenter shops

at Green Island. Some of those brick-walled, wood-framed buildings are still in use, bearing testimony to the expert workmanship of the mechanics of that day. A man wasn't considered a first class carpenter then if he couldn't "square a building without a square"; which is to say he had to be able to fit two sections of wood together at a perfect right angle using mathematical calculations alone. If he could do that when necessary, he was considered qualified to do it with a square.

GEORGE earned his first wages, at the age of nine, in a meat market which stood at 151 George Street, Green Island. One of his duties was to accompany the proprietor of the shop on his rounds of the country north of Watervliet and Troy to buy beef, help drive the steers to the slaughter house, and then bring the beef to the shop for sale. At the age of fourteen he went to work in the Gilbert Car Works, on Green Island. This firm was then filling an order of elevated railroad cars for New York City, it being his job to rub down the varnish on the outside of the cars with water and pumice stone.

The next year, 1878, he was hired by the Delaware and Hudson's lumber yard foreman, Thomas H. Richardson, to carry lumber from the yard to the carpenter shop. After two and a half years on that job he was appointed wood machine operator by foreman John Wicks. Eventually he learned to use every tool and machine in the shop from a rip saw to a big wood-turning lathe. As all Saratoga and Champlain Division cars and locomotives were repaired and, when necessary, rebuilt at Green Island, MR. RENNIE did much of the woodwork which went into the rolling stock turned out of that shop during the 31 years between 1881 and 1912.

When, in August 1912, all heavy locomotive repair work was centralized in the new back shop

at Colonie, MR. RENNIE was transferred to that point, working under the first shop superintendent, MR. GEORGE S. EDMONDS.

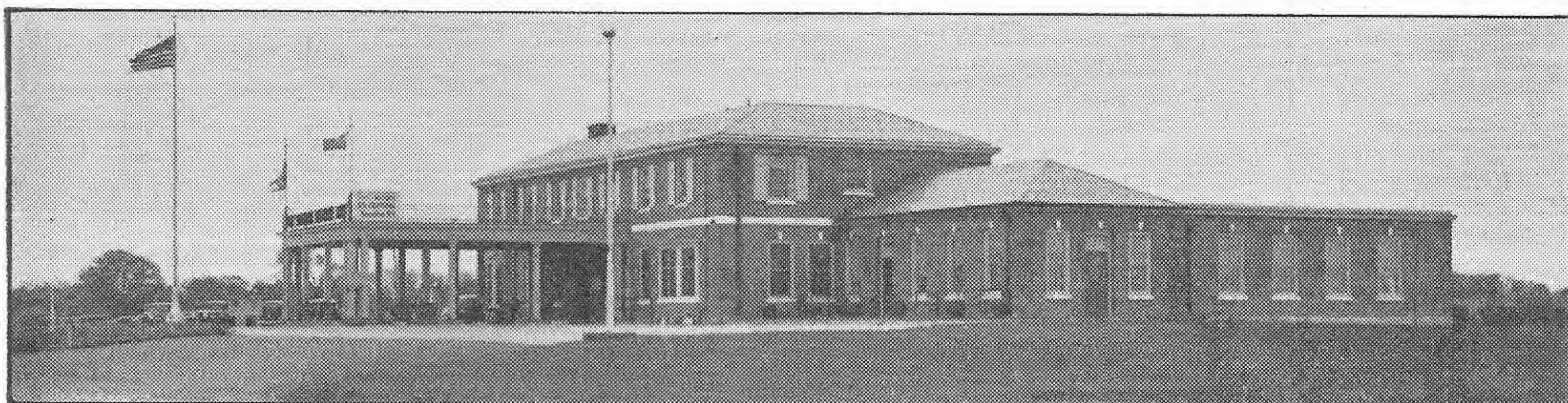
In 1932, while on leave of absence, MR. RENNIE visited his father's birthplace, Aberdeen, Scotland, then continued on an extended tour of a dozen European countries. Since his retirement, October 16, 1933, he has made a number of other long trips he had always wanted to make, visiting Nova Scotia, Florida, Bermuda, a number of New Jersey summer resorts, and as for 1936, he hears "California calling."

MR. RENNIE, whose home is at 151 Paine Street, Green Island, is a member of the Delaware and Hudson Veterans' Association, St. Joseph's Roman Catholic Church of that village, and for 56 years he has been a member of the local William E. Gilbert Hose Company. When this volunteer fire department was organized its only equipment was a two-wheeled, hand-drawn hose cart. In 1882 Mr. Gilbert, of the Gilbert Car Works, built a firehouse for them and, upon his death, the company purchased the structure from his estate, later selling it to the village. In about 1885 they got their first steamer, but because there were yet no fire hydrants, the engine was run to the river's edge when a fire alarm sounded and water was pumped through a hose line from that point to the scene of the fire. Although the village now has a paid fire department, the hose company is still active, the roster, which MR. RENNIE now heads, having dwindled to a list of 55 old-timers.

MR. RENNIE has three children: HARRY F., night foreman at the Colonie locomotive shop; Rev. George B. Rennie, a Catholic priest, of Schenectady, who accompanies him in his travels; and Mrs. Thomas J. Clancy, of Green Island, who for six years prior to her marriage, was also a Delaware and Hudson employe at Colonie.



"Number 2"
arriving
at
Saratoga
Springs



U. S. Customs House, Rouses Point, N. Y.

Crossing the Border

An Explanation of U. S. Customs and Immigration Regulations

UNCLE Sam and his Canadian neighbor have lived peaceably for so many years that it would be possible for a tourist to cross the border either by rail or highway without knowing just when he left American soil. There are no fortifications, rigid red tape requirements, or armed guards brusquely demanding passports to be met before visitors can pass from one country to the other. Moreover, thousands of railroad cars cross the international line daily carrying their millions of tons of freight which moves in commerce between the two countries. Passenger trains, such as our *Montreal Limited*, *Laurentian*, and others, speed between American and Canadian cities with scarcely more delay than is experienced in moving from one of the United States to another.

Both countries do have tariff laws, however, requiring the payment of duties on certain commodities moving over the border, and immigration laws for the exclusion of undesirable aliens. Collection of import duties for our United States Treasury Department is delegated to customs officials, while immigration inspectors, reporting to the United States Department of Labor, are charged with the responsibility of excluding persons who have no right to be in our country, as well as the task of keeping track of visiting citizens of other nations and those passing through this country en route to another.

While the Delaware and Hudson line terminates at Rouses Point, just south of the international boundary, its passenger trains run on in to Montreal over its subsidiary, the Napierville Junction Railway, linking Rouses Point with Delson Junc-

tion, thence over the Canadian Pacific into the Windsor Station, Montreal. Freight is also forwarded to and received from Canadian points through Rouses Point, where our line connects with the Canadian National, Central Vermont, Napierville Junction, and Rutland railroads.

As long as individuals and corporations do not attempt to evade Uncle Sam's customs and immigration regulations, no difficulty is experienced in doing business or visiting across the border. On the other hand, when someone wilfully attempts to escape payment of duty a heavy penalty is exacted when the federal men finally find him out, even though it may be years after the offense took place, for there is no "statute of limitations" on such crimes and the government will not compromise with smugglers. Similarly, rigid rules apply to those who enter the country illegally or assist someone else in doing so.

An American citizen or alien legally resident in the United States has no difficulty with immigration officials in going to or from Canada on a visit. Every year approximately 10,000,000 people cross the border in both directions and it has been estimated by business people that Americans spent \$230,000,000 in Canada last year. Passengers on our trains are passed at the rate of approximately 100 in 70 minutes, or less than a minute delay per person is experienced. Cases of Americans experiencing delay or detention at the border could be entirely eliminated if all would carry with them some proof of citizenship such as a birth certificate, naturalization papers, or an affidavit from the registrar of voters or any other official of his com-

munity or county, certifying his citizenship. (An automobile driver's license is not sufficient, being obtainable by a non-resident.) Even this is not necessary if, after the inspector has questioned a traveler, he is convinced that the latter is a legal resident of the United States.

For the convenience of Delaware and Hudson passengers en route from Canada to American points, immigration and customs men board trains 8, 10, and 34 at Montreal and their inspection of each passenger's credentials and belongings is usually completed by the time the train reaches Rouses Point. Of the more than 100,000 persons who entered the United States through the Rouses Point port of entry by rail last year very few were detained by immigration officials.

Travelers will find that Uncle Sam's representatives at the border treat them with tact, courtesy, and consideration, their only concern being to see that the federal laws with reference to immigration and customs collections are complied with. The inspector has no way of knowing in advance whom he will meet on a train, nor what any individual's travel problem might be. In the case of American citizens returning from a visit abroad—some return from Europe via Canada and Rouses Point—the inspector is interested only in satisfying himself, as the government's representative, that the person being questioned is a bona fide resident of the United States. If he has simply been in Canada on a visit and can establish his citizenship he will be examined and passed in as little time as it takes a train conductor to collect an interline ticket. If he is returning from a foreign country and his passport is in order the examination is equally brief. For those who are simply passing through this country en route to another—for example from a Canadian city to Europe via rail to New York City, thence by ocean steamer—there are a few more papers to be examined but there is no inconvenience or hardship to the traveler. In short, anyone who is on a legitimate trip, be it for pleasure or business, will have no difficulty if he is honest and his papers are in order. If not, the discrepancies will be pointed out and he will be advised as to the proper procedure to follow with a minimum of delay to himself. The immigration inspector will cooperate to the fullest extent the law permits in assisting travelers to have an enjoyable trip.

Customs inspection is likewise a simple matter for the railroad or automobile passenger, provided he is honest with Uncle Sam's representatives. Every resident returning from abroad is allowed an exemption of \$100 on dutiable items for his personal use purchased in Canada or any other country from which he may be en route home.

Every person entering the United States must, however, make a declaration to a customs officer at the first port of entry, either orally or in writing, covering all articles contained in his baggage or worn or carried on his person. Passengers on trains comply with this requirement when the federal representative passes through the train and examines their luggage. If a motorist passes the border station either unintentionally or with forethought, he is pursued and brought back.

Anyone who is honest with the border men will find that the law and the men who enforce it will give them every "break." If, for instance, upon making a true declaration of items presented for inspection, the citizen finds that the duty is more than he cares to pay, he is permitted to return them to the point where they were purchased for a refund of the money expended.

Every person entering the United States must make a declaration to a customs officer at the first port of arrival, either orally or in writing, covering all articles contained in his baggage or worn or carried on his person.

The senior member of a group of passengers, who are members of the same family, may declare for all and may include servants traveling with them.

Baggage and vehicles must be made ready for inspection. This includes baggage taken out of the United States and returned, even though not opened abroad.

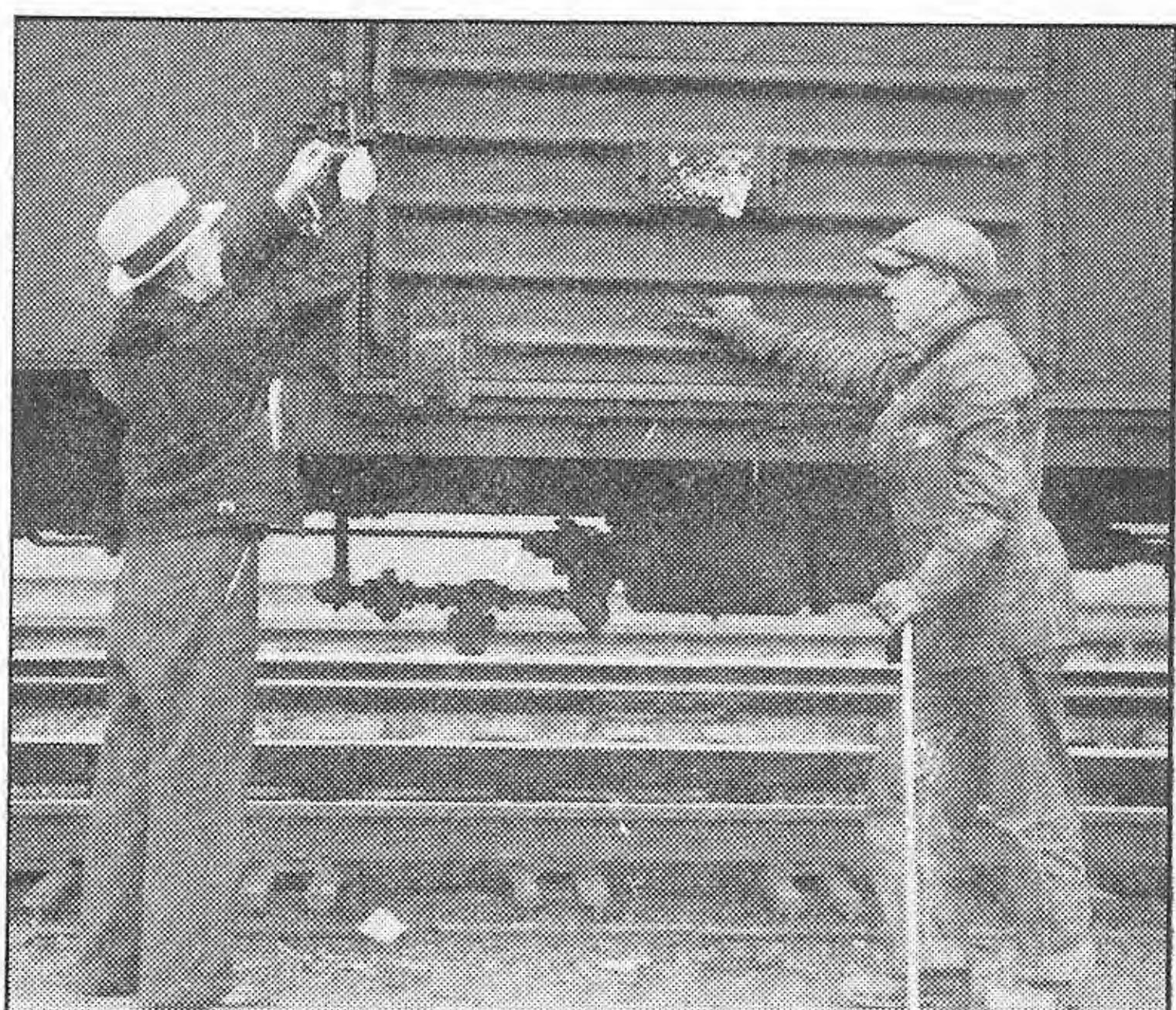
Residents must declare in writing: (1) All articles acquired abroad for personal or household use of a value in excess of \$25, giving prices ac-



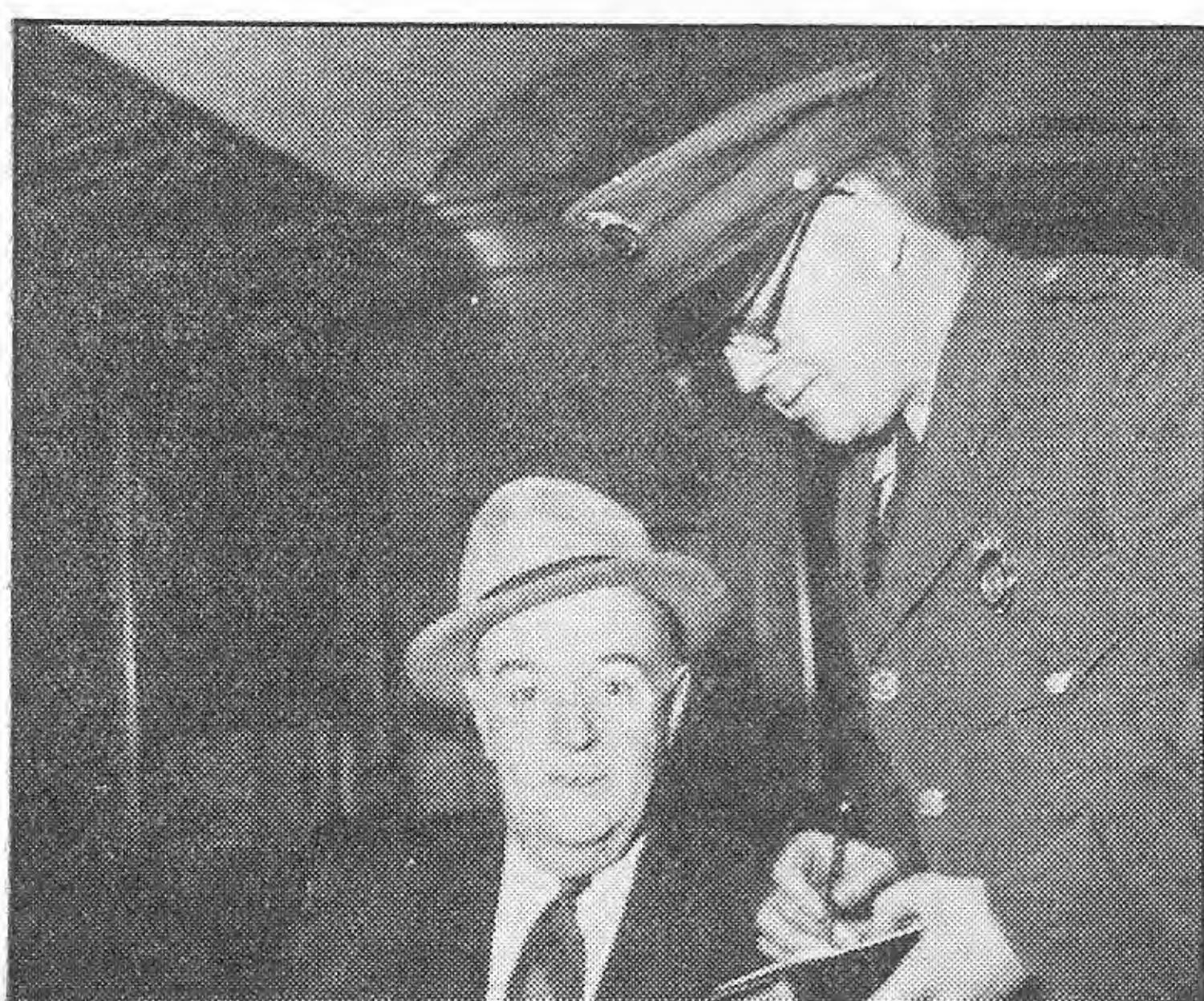
Immigration and Customs Inspectors

tually paid or, if not purchased (such as gifts), their fair value. (2) All articles taken abroad and returned which have received dutiable repairs, alterations, or additions abroad of a value in excess of \$25. (3) All articles included in (1) and (2) when the aggregate dutiable value exceeds \$25. (4) All articles acquired abroad or changed in condition abroad when any such articles do not accompany them or when any part or all of their baggage is shipped in bond.

A personal exemption of \$100 is allowed each returning resident, including children, but only once in 30 days. This exemption includes only articles for residents' personal or household use. Exemptions do not accumulate and though the full exemption was not allowed on a previous trip the remainder cannot be claimed on a subsequent trip. Exemptions may include articles not accompanying residents and articles shipped in bond if they are



Applying U. S. Customs Seal to Car Forwarded "in Bond" to Destination



Immigration Interview on Train

included in *written declarations, IN DUPLICATE*, at time of residents' arrival. Cigars, cigarettes, tobacco, foodstuffs, and alcoholic beverages may be included within the \$100 exemption. The traveler should not deduct the exemption. The customs officer will make this allowance and, generally, apply it against articles subject to highest rates of duty. In addition to the exemption, resident hunters may bring in free of duty game animals and birds killed abroad by them if for non-commercial use.

Articles of one resident cannot be included in the exemption of another, except that when a husband and wife, or a parent or parents and minor or financially dependent children, travel together, the articles included within the exemption may be grouped and allowance made without regard to

which member is the owner; provided, that the group exemption shall not include servants nor anyone who has claimed an exemption within 30 days. For this purpose a "minor" is one under 21 years of age. For example, a man, his wife and their two children would be entitled to a total exemption of \$400. If the only dutiable article purchased abroad was a fur coat for one of the members of the family which cost \$400, it could be brought in duty free by grouping the exemption of the family.

The four items most frequently brought back to the United States through the Rouses Point port of entry, together with the rates of duty, are: furs made up into wearing apparel, 50%; chinaware, 70%; lines, not embroidered, 35 to 40%; if embroidered, 90%; and woolen articles on which a duty of 50 cents per pound plus 50% of the value is charged.

Penalties for false declarations are extremely severe. The guilty party is liable to a penalty of the cost of the article involved, plus the amount of the duty which should have been paid, and the article is forfeited. For example, failure to declare an item worth \$100 on which a 50% duty is due, might involve a penalty of \$100, the value of the article, plus the duty of \$50, in addition to the loss of the article. After paying the fine, the traveler could buy the article back at its cost plus duty, making its total cost to a dishonest person just twice what it would have been had he been honest in the first place. There is also the possibility that he may be charged with smuggling in federal court, conviction carrying fines up to \$5,000 and imprisonment for as much as two years.

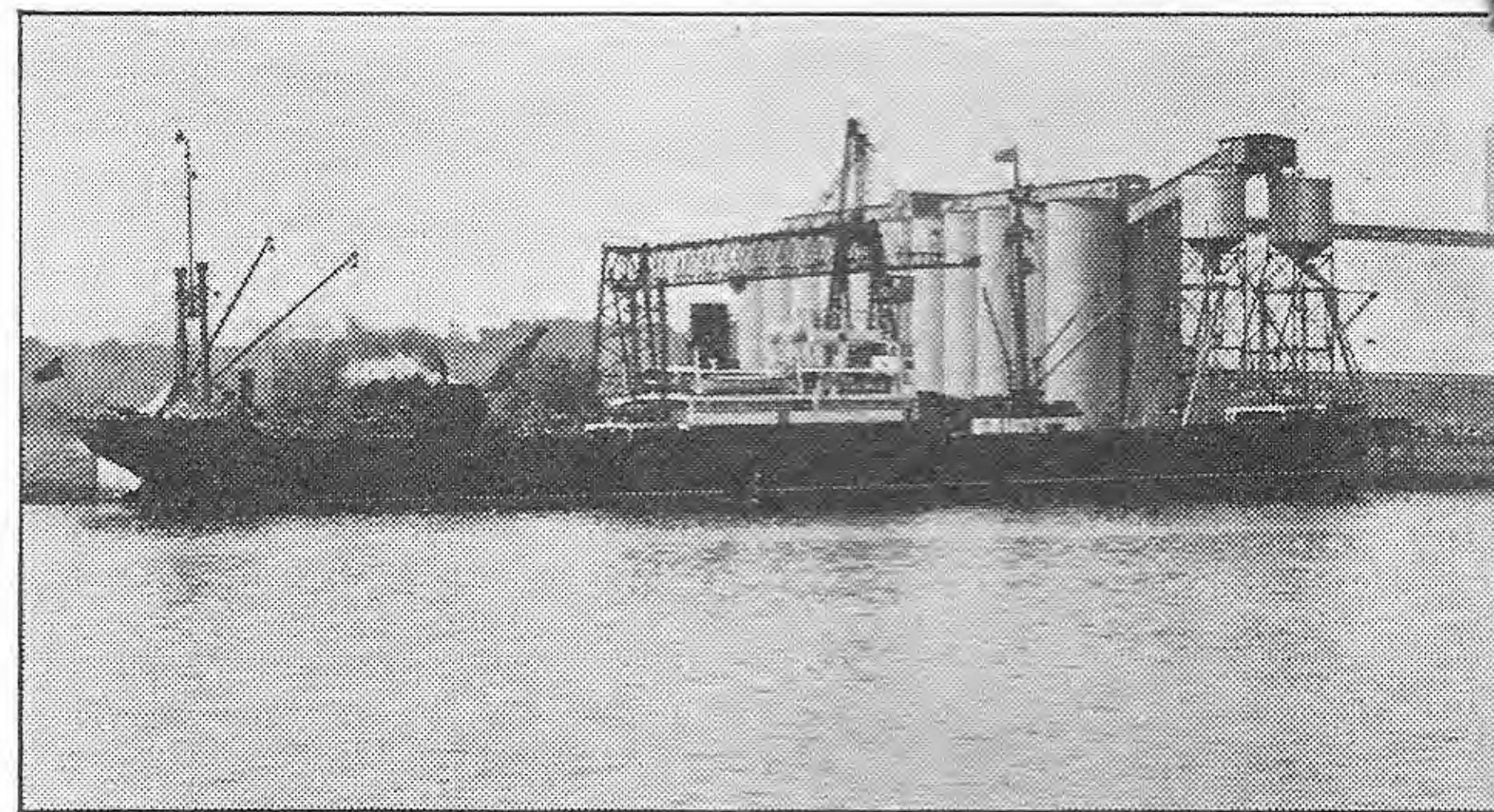
(Continued on page 125)

Albany's Two Centuries of Commercial and Business Growth

FOR 200 years following the visit of Hendrick Hudson to the river which bears his name, practically all the settlers at Albany took part in the lucrative fur trade with the Indians or some commercial venture. At no other place in the British colonies, the Hudson Bay Settlement excepted, were such quantities of furs and skins bought from the Indians. Merchants sent clerks as far west as Oswego to deal with the Red Men, thereby selecting the best pelts before they reached competitors.

Better prices paid there brought furs to Albany from Canada, despite the French West India Company's monopoly. The fur trade reached its height in about 1660; thereafter the settlers began to turn their attention to farming and other pursuits. By 1788 the once extremely profitable fur trade was entirely extinct.

The loss of the fur business was more than compensated for by the growth of the grain trade in which Albany became one of the world's leading



Trans-Atlantic Vessels Docked at the Port of Albany.

markets. Farmers brought their grain to Albany in sleighs each winter for storage in granaries until river navigation opened in the spring, when it was transferred to the holds of sloops for transportation to New York and other seaports.

The traffic in furs, grain and lumber gave employment to a fleet of vessels on the Hudson River which eventually grew to gigantic proportions. In 1795, a historian writes, "the trade of Albany was carried on in 90 vessels, 45 of which belonged to Albanians, the rest to New York and other places." Unfortunately none of these ships sailed as yet direct from Albany to European ports, causing a loss to the local merchants and a corresponding gain to those of New York.

The westward tide of immigration following the Revolutionary War stimulated trade at Albany. In 1796 there were 131 stores, almost double the number sixteen years earlier, and 68 storehouses. By 1813, the quantity of grain shipped from Albany had reached an annual average of a million bushels. The ships engaged in river commerce showed a corresponding increase; there were 206 in all, 50 owned by Albanians; 60 from Troy, Lansingburgh and Waterford; 26 from Tarrytown and New York; and 70 from New Jersey. It was estimated that 468 persons were engaged in river navigation in 1820, while by 1840 the number had increased to 1,655.

Tolls were collected in Albany county during 1845 on products valued at about \$27,000,000.



Awaiting Cargo of Grain for Europe

Approximately 35 steamers, 70 towboats, 630 sloops and schooners, together with an unknown number of scows, were employed in the so-called Albany trade on the Hudson.

Some idea of the extent of Albany's commerce during the first half of the nineteenth century can

820,000 bushels, while five years later, on a single day, October 22, 1849, 650,101 bushels were received.

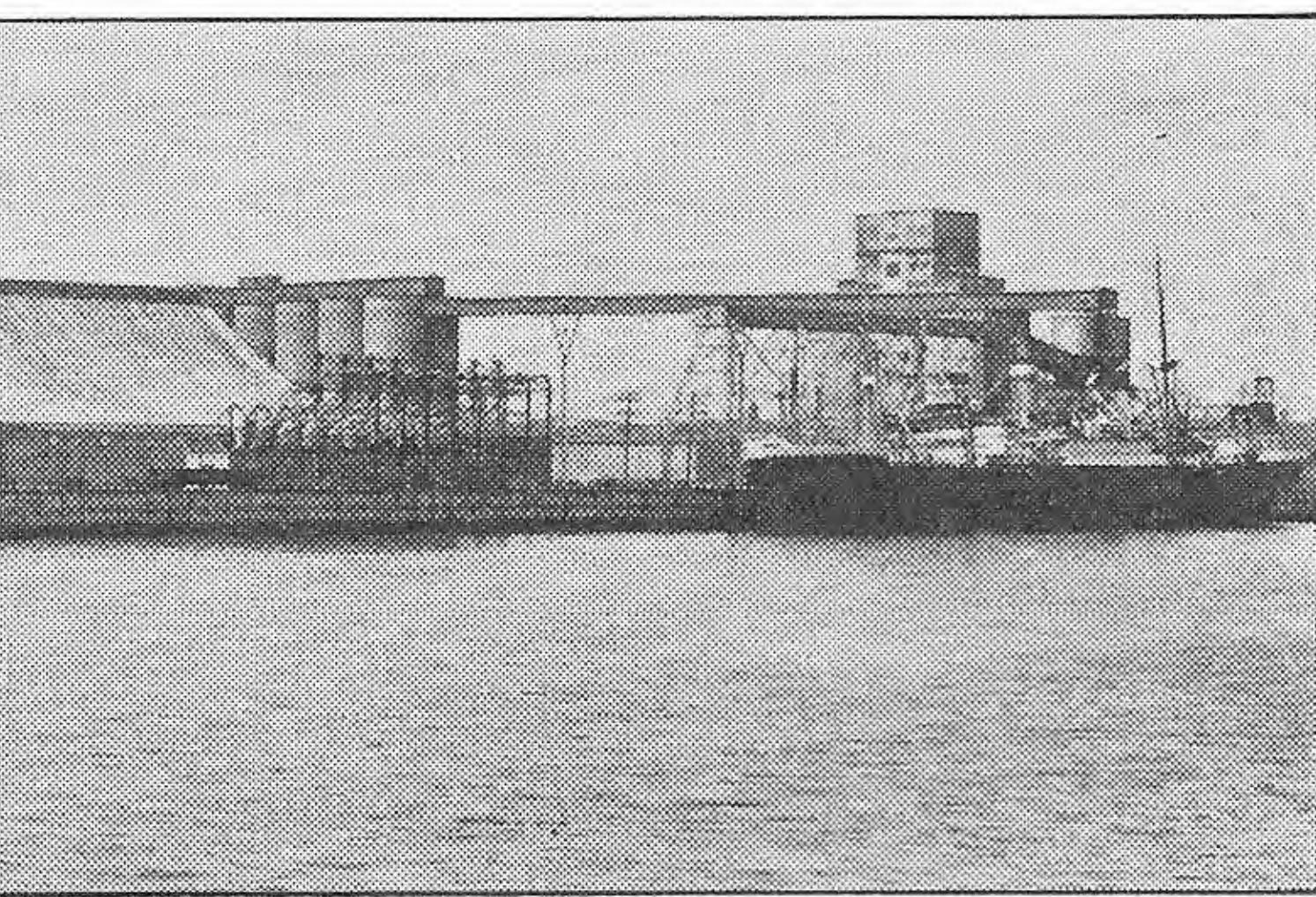
Even more striking is the report of commodities forwarded by water for the three years 1848 to 1850 inclusive.

Commodity	1848	1849	1850
Flour, bbls.	3,074,292	3,191,864	3,170,272
Wheat, bu.	3,083,148	2,667,802	3,556,551
Corn, bu.	2,886,575	5,053,559	3,219,476
Rye, bu.	284,472	313,272	608,834
Other			
grains, bu.	1,425,739	1,376,558	2,404,326
Beef, bbls.	61,075	99,861	88,065
Pork, bbls.	89,760	73,312	46,621
Ashes, bbls.	63,676	56,180	36,421
Butter, lbs.	23,516,783	20,510,411	16,607,981
Lard, lbs.	9,775,277	9,051,821	8,276,934
Cheese, lbs.	22,985,803	41,622,669	32,125,874
Wool, lbs.	8,736,660	12,633,096	11,860,756
Bacon, lbs.	8,201,865	8,422,242	9,514,421

In addition to the quantities of grain listed as forwarded from Albany, much was used locally in the manufacture of alcoholic beverages.

The lumber business, which began in the late thirties and reached its peak in the early eighties, when about 500,000,000 feet were handled annually, likewise made a substantial contribution to Albany's commerce.

The "lumber district" was that part of the city lying between the Erie Canal and the Hudson River, extending about one and a quarter miles northward from Lawrence Street and the canal basin. There were 32 parallel canals to admit canal boats laden with lumber to the intermediate yards. In the



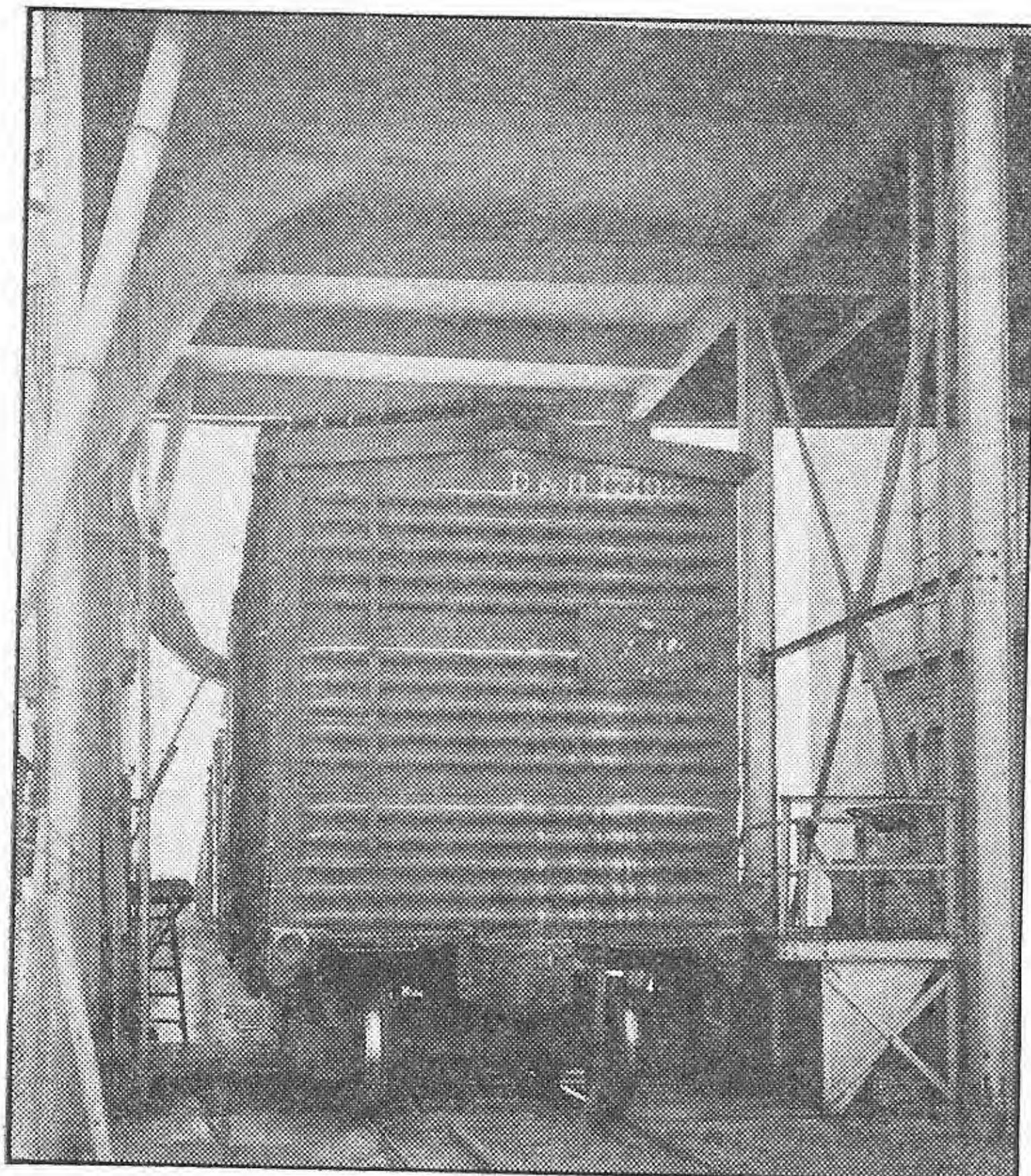
World's Largest Single Unit Grain Elevator in Center

be gained from the following figures showing the tonnage of ships arriving and departing from the city's docks for six years of that period: 1821—9,936; 1827—41,560; 1840—39,416; 1845—70,985; 1850—80,548; and 1853—87,880.

By 1850, too, Albany was known as the barley market of the Union. At this market five-sixths of the barley received at tidewater annually was bought and sold during the two-month season each year. The barley trade grew very quickly to tremendous volume: in 1844 the entire amount delivered at tidewater from the canals did not exceed



Loading American Scrap Steel on Russian Boat Destined for Japan



Grain Also Moves by Rail

latter were stored large quantities of pine, spruce and hemlock lumber from Canada, northern New York and other cities.

A considerable proportion of the lumber sold here was brought down the Champlain Canal in boats which entered the Hudson at West Troy (Watervliet), and were hauled down the river by steam tugs which plied between Albany and Troy during the season of navigation. Although the 84 saw mills in operation in Albany county in 1840 were a factor in the lumber trade at its beginning, their product soon became but a small percentage of the lumber handled here. Some lumber was also rafted and boated on the upper reaches of the Hudson and Mohawk rivers to be transferred to sloops at Albany for forwarding to New York.

In 1840 the receipts were valued at \$6,806,213. From that date on the trade increased steadily until the peak was reached between 1880 and 1885, when half a billion feet, valued at approximately \$10,000,000, were received annually by the 40 local dealers. During that period most of the lumber came from Michigan and Wisconsin, the receipts from Canada having gradually diminished.

Beginning in 1887 the lumber business declined: in 1900 the 20 large dealers who remained handled from 200- to 250-million feet annually. Historians give as the reason the change in business methods which saw the mill owners consigning their product direct to market, driving out the middlemen engaged in the lumber trade at Albany.

Trade of the proportions of Albany's fur, grain, and lumber businesses would have been impossible without good shipping facilities. Few American cities have, therefore, figured more prominently in the development of the nation's transportation system than Albany. The first steam-hauled passenger train operated in America made its initial trip from Albany to Schenectady in 1831. Fulton's equally famous *Clermont* finished its run up the Hudson at Albany in 1807, later becoming the first steamboat to operate in regular commercial service in the world. In 1823 Albany was the scene of another epoch-making incident when the construction of the Erie Canal was completed. Finally, in 1932, Albany dedicated its new inland port, designed to accommodate 85 per cent of all the deep water ships of the world.

The first regularly established land travel to and from Albany was by stage coach. In 1795 the Legislature granted to Issac Van Wyck, Talmadge Hall, and John Kinney the exclusive right to drive stages on the east side of the Hudson River to New York for ten years at a stipulated fare of four cents a mile. The next year a line was opened to Springfield, Mass., and in 1789 a stage was placed in operation between Albany and Lansingburgh, crossing the Hudson by ferry at Troy. In 1791 a route was authorized to Bennington, Vt.; in May, 1793, Moses Beal carried passengers by stage to Canajoharie once a week, at three cents a mile; while at about the same time John Hudson established a competing line to Schenectady, the fare being four shillings.

In 1794 stages ran twice daily to Lansingburgh and the following year six daily trips were made. In 1796 twenty stages made daily trips to Albany from Lansingburgh, Waterford and Troy, at times carrying as many as 50 passengers in a day. In that year there were five post roads terminating in Albany.

The first stage line through to Boston began operating in January 1796; in about 1810 a line was established to Utica, being extended the next year to Niagara Falls; and a line of stages from Albany to Montreal, running along the west side of Lake Champlain, began operating early in December 1818.

River transportation, already discussed along with Albany's early commerce, entered a new era when, on September 5, 1807, Fulton's sidewheel steamer *Clermont* began its first trip between New York and Albany with 27 passengers. By October 7 of that year, although the first trips required from 24 to 36 hours, the number of passengers carried daily had increased to an average of 100.

The number of steam-propelled boats carrying

passengers between Albany and New York had increased to 12 by 1835, the fare being \$7. In 1820 the *Chancellor Livingston* was launched; she was 175 feet long, had beds for 160 passengers and settees for 40; the fare was \$8. Three years later four new steamboats, the *Constitution*, *Constellation*, *Swiftsure*, and *Saratoga* began operating. Steamboat navigation, both for freight and passengers, has continued uninterrupted to the present.

Communication with the western part of the state was extremely difficult prior to the digging of the Erie Canal. Although the various intermediate lakes formed a fine system of inland waterways, there were numerous shoals, windings, and tiresome carries which made a trip across the state a task of weeks.

To Gouverneur Morris has generally been accorded the honor of originating the idea of the canal. As early as 1777 he had predicted that the waters of Lake Erie would some day mingle with those of the Hudson through man made channels.

The difficulties experienced in transporting munitions and other supplies through New York State during the War of 1812 did much to arouse public opinion in favor of the canals and on July 4, 1817, De Witt Clinton dug the first shovel of earth for the Erie Canal at Rome. In the next two years the canal was completed from Rome to Utica (October 22, 1819) and on that date the first boat sailed on the canal between these two points. By May 1820, 96 miles were in operation; in 1822, 220 miles were open; and on October 26, 1825, the canal was open from Buffalo to Albany, 363 miles, having cost \$7,143,789.

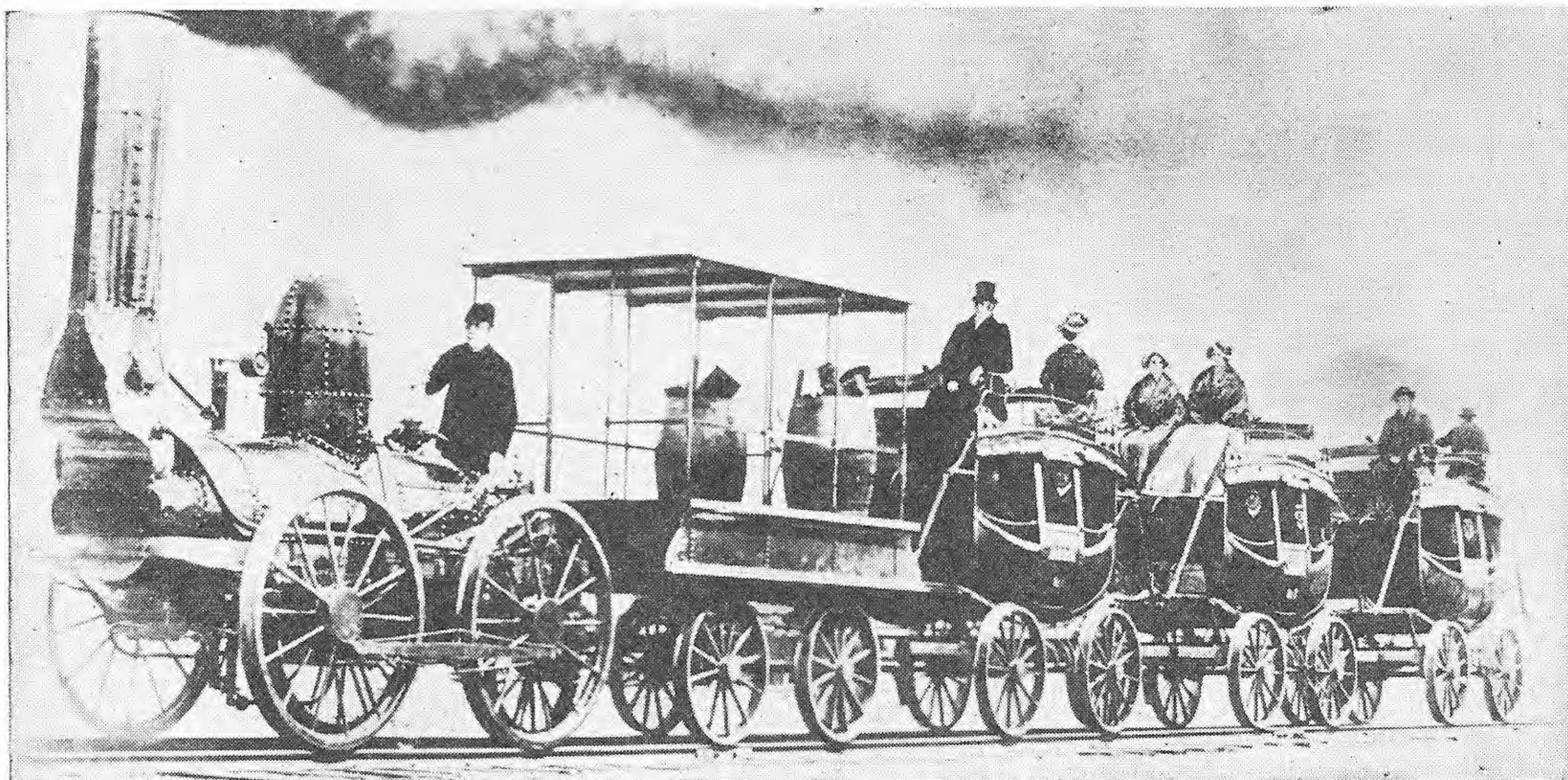
The construction of the Champlain Canal was recommended as far back as 1812 by the canal commissioners who, although appointed merely to explore the route of an inland navigation from the Hudson to Lake Erie, noted in their report: "A communication by means of a canal between Lake Champlain and Hudson's River, is one of those things which were deemed to be of national importance." One of the reasons advanced for its construction was the immense quantities of lumber, iron ore, and Vermont marble which would be conveyed on such a canal.

The preliminary survey was made by Colonel Lewis Garin, its construction was authorized by the Legislature April 15, 1817, and it was completed and opened over its entire length September 10, 1823.

Albany shares with Schenectady the distinction of having been the termini of the world's first steam passenger train. Agitation for its construction was begun in about 1825 by George W. Featherstonhaugh, a Schenectadian. In a letter addressed to the Mayor of Albany, he argued that communication between the two cities was seldom effected in less than two, and sometimes three days; whereas by railroad the distance could be covered the year around in three hours, at no greater cost than by canal, paying for 16 instead of 28 miles.

The project was brought before the Legislature in 1826. The bill, incorporating the Mohawk and Hudson Railroad Company, with a capital of \$300,000 which could be increased to \$500,000, and a duration of 50 years, providing construction

(Concluded on page 126)



The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 16

August 1, 1936

No. 8

Sin has many tools, but a lie is the handle which fits them all.

—HOLMES.

How Do You Stand?

STAND straight and sit straight for good looks, for health and for self-confidence. Begin early to teach your children to carry themselves well, so that they will grow into strong, straight, well built men and women.

Correct posture helps the organs of the body do their work properly, with less wasted effort. It is a sign of self respect and plays an important part in winning the respect of others. The sloucher is likely to be a person who looks upon himself as a failure. His posture may unconsciously reflect his own poor opinion of himself and pass this opinion on to others.

To stand correctly, stand as tall as possible without rising on the toes—head up, chin in, shoulders held erect, chest out, spine as straight as possible, arms hanging naturally at the side, abdomen in, knees straight without strain, heels two to four inches apart, and toes pointing straight ahead. Health specialists of the Metropolitan Life Insurance Company suggest this easy way to take the correct position: Stand with your back to a wall, with the head, hips and shoulders touching the wall, and the heels one to four inches away.

In sitting, bend from the hips and not from the middle of the back or shoulders. The body and head should be held in a straight line.

Chairs should allow the feet to rest squarely on the floor, and chair backs should fit and support the

curves of the body. Desks and work-tables should be just high enough so that the forearms and hands may rest upon them without the shoulders being hunched up. If the correct posture is taken, the head will be erect, the arms will have support, the chest will expand easily, the shoulders will be on a level, and the back will be straight.

Political Arithmetic

NORMALLY there are jobs for 48 million people in this country. What the Commerce Department classifies as industry employs 9,000,000 of these people in good times. The rest of the workers earn their living as farmers, teachers, lawyers, doctors, nurses, public officials, entertainers, cooks, waiters, servants, middlemen, clerks, telephone and telegraph operators, miners, lumbermen, fishermen, railroad men, bus men, etc. These groups account for 40 million of the employables.

Henry Ford, through his spokesman, W. J. Cameron, says it is strange that politicians and up-lifters are continually telling industry that it must promptly absorb the unemployed—sometimes estimated at 11,000,000—“or else.”

“Two things are clear from these figures concerning industry,” comments Mr. Cameron. “First, that any group which normally employs less than nine million persons, of whom probably seven million are now at work, cannot possibly be said to have eleven million of its people out of work. It never had that many people. And second, any group whose highest peak of business was never sufficient to employ more than nine million persons cannot, even at government command, arbitrarily increase that number to 20,000,000. There never has been that much purely industrial work to be done.”

It is refreshing to hear one of the nation’s leading industrialists answer loose talk with concise facts.—*Through the Meshes.*

Perfection

TO solve a problem the simplest way is often the mark of genius. Dr. Einstein was scheduled to receive the Franklin Medal of the Franklin Institute in Philadelphia, and to make a speech on a “subject to be announced.” Illustrious scientists gathered to hear him. But he had been unable to think of anything to say that would be worth the time of his distinguished audience. He said nothing. The perfect solution. Many a man is now sorry he never thought of it.—*Business Week.*

Crossing the Border

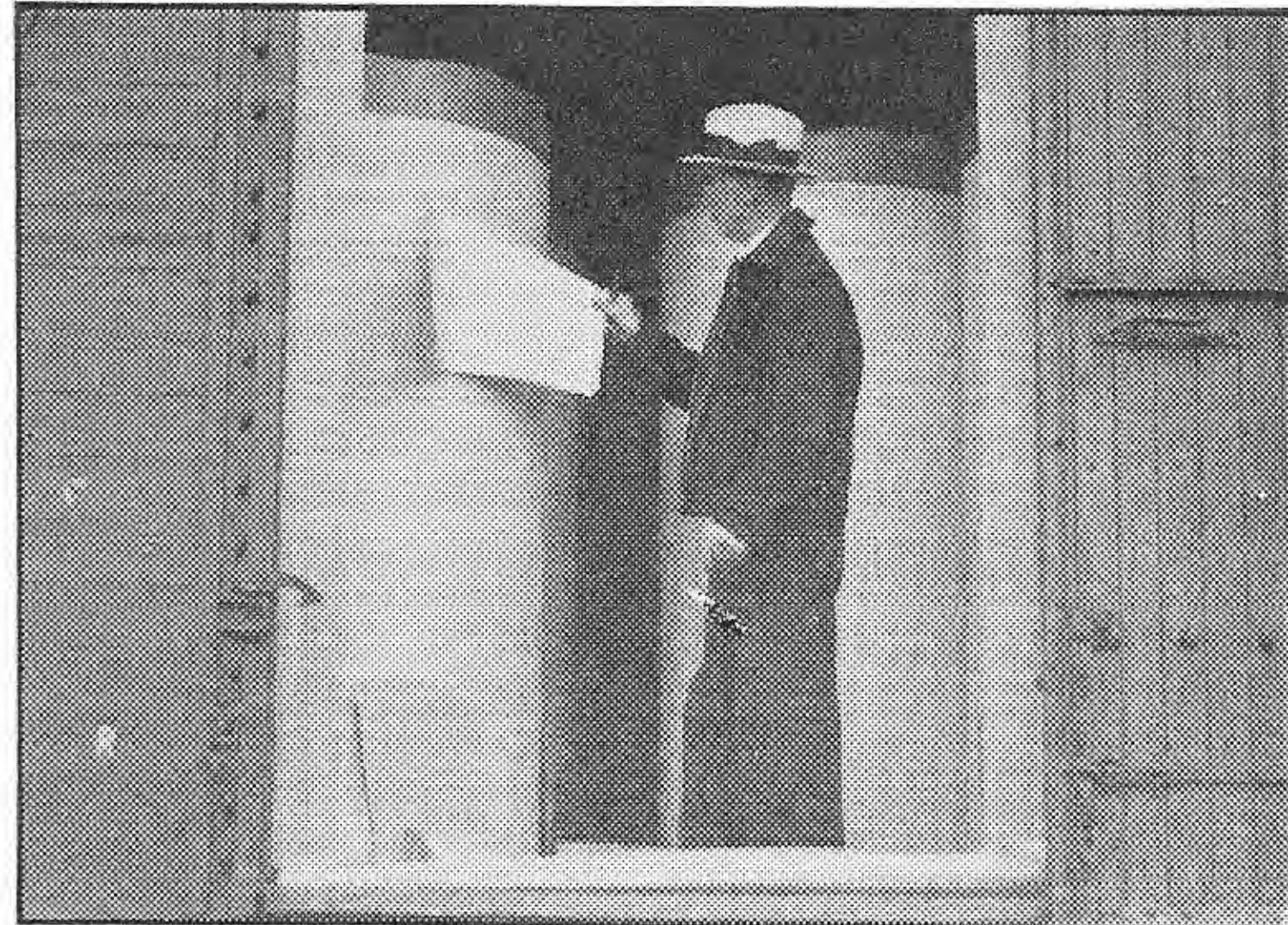
(Continued from page 119)

Payment of the duty, if any, on articles being brought into this country may be made to the inspector on the train, who issues a customs receipt and passes the items covered or, in the case of motorists, it may be paid at the border station. If baggage is passing through this country, en route to a foreign destination, it can be sealed and bonded, the seal being removed when it passes through a border export station.

Freight shipments must likewise be inspected and the duty paid at the border or they may be forwarded under bond, the duty to be collected by the customs officials at the city of destination. When a freight train arrives at Rouses Point from a Canadian connection it is turned over to customs men for inspection. A Car Department employe breaks the seals on the car and opens the door so that the car's contents may be inspected. Approximately 95% of the cars entering this country contain duty free lading. The duty on the remainder must be paid before the consignee can gain possession of the freight contained therein.

Most shippers of large quantities of freight are as anxious for their commodities to pass inspection as the customs men are glad to have them. Shippers realize that the penalties for one infraction of the law would eat up the profits of many carloads of lading. Moreover so long as a shipper is honest in his declarations the customs officials cooperate by not delaying the shipment any longer than is positively necessary.

After a car's contents has been inspected it is re-sealed by a transportation department man if the contents is a duty free item. If a shipment is being



Sampling Newsprint Shipment

forwarded in bond, the duty to be paid at destination, the inspector applies a red seal which must not be removed by other than a customs official at the destination point. Every car bearing customs seals also carries a red card with black printing which reads: "IMPORTED MERCHANDISE, UNITED STATES CUSTOMS. Five years' imprisonment or \$1,000 fine, or both, is the penalty for the unlawful removal of the United States customs seals on this car. United States customs officers only are authorized to break these seals. * * *"

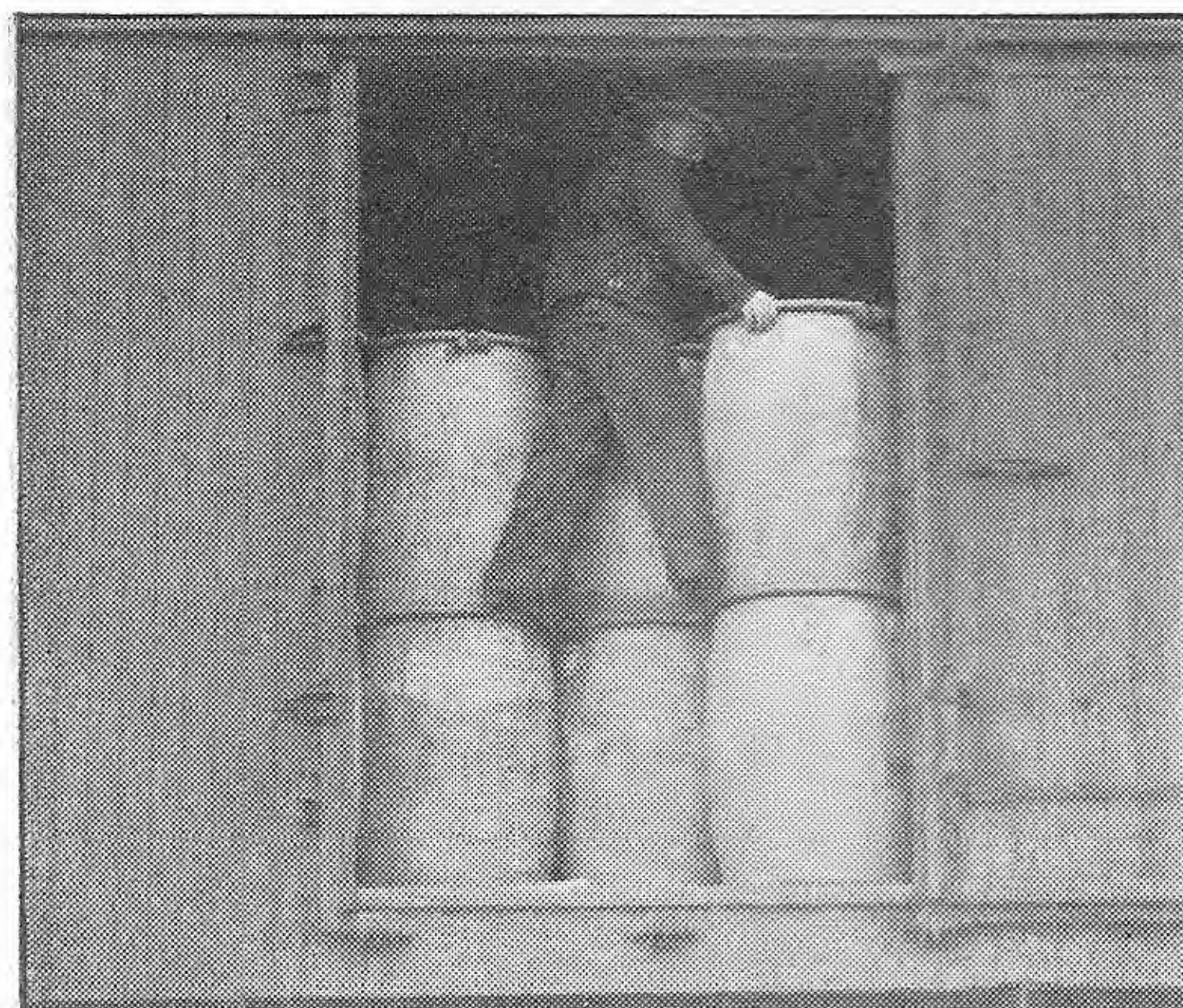
Every item of L. C. L. freight must also be inspected and sealed, either with a red government sticker or a heavy twine with a seal applied over the knot.

Obviously it would be impossible for every consignee to come to the border to arrange for the handling of his shipment through the customs, and every item of freight, whether or not dutiable, must be recorded. He therefore designates a broker to represent him in dealing with the customs men. The broker pays the duty or arranges for forwarding the goods under bond to another customs station such as New York, Philadelphia, New Orleans, or San Francisco. Under the latter arrangement the shipment is consigned to the customs office shown and the consignee may have it upon payment of the duty. For his services the broker receives a commission or fee, to be collected when the shipment is delivered or as otherwise arranged.

Considerate

Infuriated Druggist (roused at 2:00 a. m.): "What! Ten cents' worth of bicarbonate of soda for indigestion at this time of night, when a glass of hot water would have done just as well!"

Sandy: "Weel, weel! I thank you for the advice, and I'll no bother ye after all. Goodnight!"



Inspecting Lading of Car

Albany's Commerce

(Continued from page 123)

was begun within six years, was passed March 27, 1826.

On July 29, 1830, ground was broken for the project near Schenectady with a silver spade in the hands of Stephen Van Rensselaer, the old patroon. By July 25, 1831, the road was completed from the junction of the Western Turnpike and Lydius Street, Albany, to the brow of the hill at Schenectady, a distance of 12.5 miles.

Two locomotives were ordered, one from George Stephenson, of England, and the other, designed by the road's engineer, John B. Jervis, from the West Point Foundry. The English engine was named the *Robert Fulton*, later changed to *John Bull*, and weighed 12,740 pounds. The American engine, called the *De Witt Clinton*, weighed 6,758 pounds, was 11 feet 6 inches long, and had two cylinders, $5\frac{1}{2}$ inches in diameter with a 16-inch stroke. The passenger cars were simply stage coach bodies placed on trucks for temporary use, affording seats for 15 or 18 passengers.

On August 3, 1831, a trip was made in 1 hour 45 minutes, and on August 10, two trains were operated each way, with coke as fuel, making part of one trip at 30 miles per hour.

The road was officially opened September 24, 1831, when the directors and their guests, including state and city officials, rode over the line. The English locomotive was chosen to haul the train that day but broke down. The *De Witt Clinton* was therefore brought out and hauled three coaches over the road, followed by seven platform cars, each drawn by a horse. On May 14, 1832, the line was opened over its entire length with another excursion starting at the foot of Gansevoort Street, Albany, to the heart of Schenectady.

To overcome the starting resistance of the train an inclined plane was provided at each end of the line, a stationary engine and a car loaded with stone on an adjacent track being used to haul the cars to the top of this grade. When the engine was coupled on this weight was released and gravity helped to start the train. These planes were used until 1841.

Although the idea of deepening the Hudson River channel to accommodate ocean-going vessels had been advocated for several decades, nothing definite was accomplished until 1913. On December 8, 1913, Peter G. Ten Eyck, later chairman of the Port District Commission, then a member of Congress, introduced a bill "to provide for a survey and estimate of cost of a deep water channel in the

Hudson River, New York, between the city of Hudson and the dam at Troy." This bill was subsequently included and passed in the Rivers and Harbors Act of March 1915.

In 1923, after this survey had been made by the Board of Engineers for Rivers and Harbors, United States Army, the local advocates were asked to submit proof of the feasibility of the project. Their brief was approved by the Board of Engineers, United States Army, May 6, 1924, and the Deeper Hudson was included in the Rivers and Harbors Bill which was signed by President Coolidge March 3, 1925. This bill authorized the expenditure of \$11,200,000 to deepen the channel of the Hudson River from the city of Hudson to the Port of Albany, a distance of 30 miles, to a minimum depth of 27 feet at mean low water, a depth sufficient to float 85 per cent of all ocean-going ships of the world. Below Hudson the natural channel of the River was at no place less than 27 feet.

On March 8, 1926, Governor Alfred E. Smith turned the first spadeful of earth on historic Westerlo Island, and the opening of the Port of Albany to the commerce of the world was celebrated June 6 and 7, 1932.

The Port of Albany is equipped with a grain elevator with a capacity of 13,000,000 bushels which, if operated for 24 hours daily could handle 150,000,000 bushels of grain annually. The main portion of the public port development occupies 201 acres of level land on the Albany side of the river, immediately adjoining the docks, and 100 acres on the Rensselaer side.

Adjacent to the Port District on the Albany side are the properties of the Delaware and Hudson and West Shore Railroads, while across the river it adjoins the New York Central right of way. Through these links the Boston and Albany, Boston and Maine, and Rutland roads have access to the port.

Through this relatively new development Albany expects to regain a position as a world commercial center as it occupied when it was successively known as the fur, grain, and lumber center of the world.

What's Wrong?

False doctrines means giving people the wrong medicine.

Ali Baba means being away when the crime was done.

The Mosaic law orders us to set colored stones in our floors.

An operetta is a girl who works for the telephone company.—*The State Liner*.

Clicks from the Rails

Unfailing Honesty

is the rule among Pullman employes, as is attested by records of lost articles ultimately returned to their owners, often after quite a neat bit of sleuthing. Names have been traced by means of laundry marks or by prescription numbers on medicine bottles. Property returned includes brooches, rings, cash, and to an Iowa State College professor whom we hesitate to accuse of being absent-minded —his pajamas!



Dancing on Trains

is an accomplished fact on a New Haven Road Hartford-New York weekly excursion run. Seats in a coach have been replaced by a bar and leather-covered stools, the "ball room" is a vacant space in the center of the car, while the music is furnished by a one-man band, an accordionist. Dancing at 45 miles per hour is therefore possible in this first coach of its kind in the United States.



A Road of Gold

is the Virginia and Truckee which, after carrying gold and silver ore for 67 years, was found to have a \$2,000,000 gold vein ore, lying at various depths between the surface and 300 feet, under its roadbed. The ore is estimated to be worth from \$10 to \$20 per ton, with an estimated recovery cost of only \$3 per ton.



Railway Bridge Stamps

are rare, according to Robert White, extra section foreman on the Grand Trunk Western, an authority on the subject of railway scenes on postage stamps. He reports that the only railway bridge that has ever appeared on a United States stamp is the Eads bridge across the Mississippi River at St. Louis. It appeared on the \$2 Trans-Mississippi stamp issued in 1898.

"Squealing Dolls"

were advertised by an American firm in 1888 as one means of obtaining exclusive occupancy of a railroad car. A circular said, "After many years of labor we have succeeded in constructing dolls which squeal like babies. We can guarantee that no other traveler will enter a carriage with one of our A-1 dolls when wound up, and we recommend those who wish to travel in comfort and alone immediately procure one of them. The price of one of our A-1 babies, with a loud persistent squeal, increasing in force, broken with fits of rage, is \$10; No. 2, with a steady irritating sobbing, \$5; whilst No. 3, which from time to time emits terrible screams, and can easily be stowed in the coat pocket, is \$2½."



A Twin Served Twins

so courteously and well on a railroad trip recently that the incident was reported as follows: "He heated the milk for the babies (twins, aged 14 months), set up a table for the adults, opened cans of baby food, succeeded in opening luggage of which the keys had been misplaced, and generally assisted in a way to make your company proud of him. He happened to be a twin himself, so he said." The twin, a Pullman porter, was being complimented by a prominent Washington, D. C., lawyer, who was father of the twins.



"Potatograms"

are the latest means of communication on the Trans-Australian Railway. An old prospector walks three miles to the railway for mail and papers which are thrown off a passenger train as it speeds through Kalgoorlie. To "insure delivery" the letter or paper is inserted in a slit cut in a potato which is tossed from the train. The old chap is doubly delighted with the system: he gets his mail and eats the notatoes!

On-Time Operation

of America's railroads is credited with having played an important part in the progress of civilization by Prof. Daniel W. Hering, of New York University. Before the railways and their strict adherence to schedules, people, particularly in rural districts, governed their movements by the sun, for family clocks varied as much as an hour. When railroads began operating trains which left stations on the minute family clocks and watches had to become more accurate and individuals began to govern their actions by minutes instead of hours.



Reformed Russian Convicts

built enough bridges to stretch across the English Channel while constructing the railway which will speed up communication between Moscow and Far Eastern provinces. The line runs from Lake Baikal, Siberia, to Habarovsk, an important town on the Soviet-Manchukuo frontier. Much of the ground where the line has been laid is always frozen; vast tracts of forests had to be cleared; and thousands of tons of rocks and soil were removed. The single-track line which has been replaced entirely was out of date and of little use for modern trains.



A Fire Alarm

was sounded by a locomotive engineer without leaving his seat in the cab. Leaving Marion, Va., with a fast N. & W. passenger train one night, Engineer Brooks saw flames roaring from the roof of a house. Grabbing the whistle cord, he sounded a series of short, sharp blasts which aroused the curiosity of bystanders, causing them to look around, notice the fire, and turn in a city alarm. The family—all downstairs—were unaware of the fire in the attic. Their home, and possibly their lives, were saved by Brooks' alertness and quickness of action.

Success

THERE never will be devised any law which will enable a man to succeed save by the exercise of those qualities which have always been the pre-requisites of success: the qualities of hard work, of keen intelligence, and of unflinching will.—THEODORE ROOSEVELT.